

The New Jersey Maritime Pilot and Docking Pilot Commission

**2015 Annual Report
169th Edition**



A special thank you to the following pilots for their contribution to this report:

- ❖ Captain John Bates
- ❖ Captain Karen Basciano
- ❖ Captain Louis Bettinelli
- ❖ Captain James Britton
- ❖ Captain Robert Ellis
- ❖ Captain Robert Flannery
- ❖ Captain William Hansen
- ❖ Captain Scott Ireland
- ❖ Captain Paul Klein
- ❖ Apprentice Eric Lavin
- ❖ Captain John Oldmixon
- ❖ Captain Frank Reinbold
- ❖ Captain Richard Schoenlank

Editor:
Andre M. Stuckey
Executive Director
New Jersey Maritime Pilot and
Docking Pilot Commission

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Dear Governor and Members of the Legislature,

2015 has been a challenging year for the New Jersey Maritime Pilot and Docking Pilot Commission (Commission), the maritime community and the ports of New Jersey/New York. While we are still recovering from the effects of Superstorm Sandy the rest of the world continues to move forward. The 50 foot channel is crucial to our port as we began to see the arrival of the larger Post-Panamax vessels. Other related projects such as the replacement of the Goethals Bridge, the raising of the Bayonne Bridge, the temporary relocation of aids to navigation, and the replacement of the water siphon in the Arthur Kill has made safe navigation a challenge for New Jersey State licensed pilots. Our pilots are highly trained, skilled individuals who have met these challenges head on while continuing to maintain an enviable safety record.



Of great concern is the project to raise the Bayonne Bridge. While construction is currently underway and is slated to be navigationally ready by April 2017, the new locks in the Panama Canal will open in June 2016. We have already begun to see the arrival of larger vessels and expect to see the arrival of Ultra Large Container Vessels (ULCVs) with the opening of the new locks. Our ports are well equipped to handle the extra cargo with our large distribution centers, railways and a large trucking community and we are hopeful that the shipping industry will continue to utilize our ports while we continue to prepare for the ULCV's.

Recurrent training is essential to ensure that our pilots are able to meet the demands of the ever changing port. In 2015 we provided training grants to The Sandy Hook Pilots Association to send two apprentices for a 7 day training course at the Maritime Pilots Institute. We also provided a joint training grant to Metro Pilots Association and Harbor Pilots Association for training on the Electronic Chart Display and Information System (EDCIS).

We are currently working with a compliment of four Commissioners and continue to operate our corporate offices on pilotage revenue without requiring any supplements from tax payers in the State of New Jersey. This is especially significant since our staff has increased and we now contract with three investigators.

Our Executive Director, Ms. Andre Stuckey continues to attend meetings within the port community on behalf of the Commission and has cemented great working relationships

not only with the regulated community but others within the industry. Ms. Stuckey's efforts has been instrumental in helping the Commission maintain its presence while ensuring our mission, to ensure port security, safety and economic development is carried out.

2015 has seen the passing of three veteran pilots. With the passing of Captain Jay Graham (32 years as a maritime pilot), Captain Robert Moore (37 years as a Docking Pilot) and Captain Richard Weiners (10 years as a Docking Pilot) many years of wisdom and expertise have been lost. Although they have crossed the bar, the Commission is grateful to these pilots for the contributions they have made to the maritime community.

I would like to take a moment to pay tribute to Commissioner Thomas F. Daly. Commissioner Daly was a member of the Commission for 20 years and was instrumental in helping to bring the Docking Pilots under state jurisdiction in 2004. He served as president of the Commission for many years prior to his retirement on February 1, 2012. After he retired, Commissioner Daly continued to work with the Commission and its staff as an advisor. Commissioner Daly crossed the bar on September 8, 2015. This report is dedicated to his legacy and memory.

The Commission is also grateful to Commissioner Charles Stapleton. Commissioner Stapleton retired from the Commission on September 1, 2015 after six years of faithful service. His contributions to the Commission and state pilotage will always be valued.

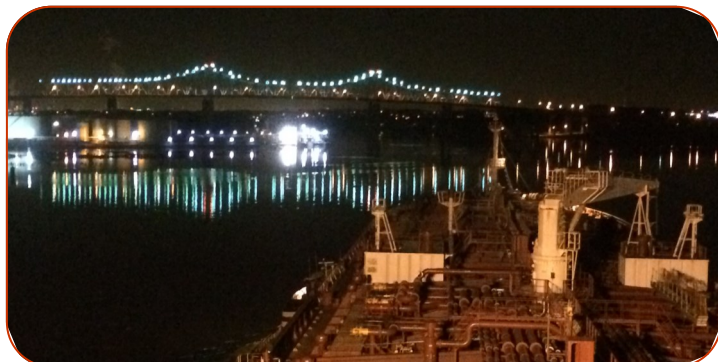
I encourage you or members of your staffs to contact Ms. Stuckey to arrange a visit to one of our monthly meetings or to one of the pilot stations to see the work of New Jersey State licensed pilots firsthand.

The members of the New Jersey Maritime Pilot and Docking Pilot Commission continue to remain diligent in their efforts to ensure port safety and are grateful for the confidence shown by appointing each of us to this all important mission.

Very truly yours,

Timothy J. Dacey

President



Overview of the Commission

The federal government delegates pilot regulation to the States, pursuant to 46 U.S.C. 8501. The law gives coastal states the authority to regulate pilotage on vessels in foreign trade, including foreign-flag and U.S.-flag vessels, entering, leaving or otherwise operating within designated pilotage waters.

The New Jersey Maritime Pilot and Docking Pilot Commission, formerly known as the Board of Commissioners of Pilotage of the State of New Jersey, was formed in 1837 to provide for the selection, training, licensing and regulation of marine pilots who are in charge of the navigation of oceangoing vessels that operate in the ports of New Jersey and New York and the pilotage waters south of Sandy Hook to Atlantic City.



Commissioner Brian McEwing working on a simulator at Manhattan Ferry Terminal.

The Commission provides oversight of the Sandy Hook Pilots Association, Harbor Pilots of New York/New Jersey, Interport Pilots Association and Metro Pilots Association. In 2015, the four pilot associations had a combined total of 38 Maritime Pilots, 33 Docking Pilots, 6 Maritime Pilot apprentices and 4 Docking Pilot apprentices.

The Commission is an “in but not of” state agency located within the New Jersey Department of Transportation. By state law, six Commission members are nominated by the Governor and, with the advice and consent of the Senate, serve three-year terms. The Commission is bipartisan—not more than three Commissioners can be members of the same political party. Commissioners are “selected from among such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers.” No member may have a direct or indirect financial interest in pilotage business. The Commission’s sole source of revenue comes from fees paid by New Jersey licensed pilots. Consequently, there is no cost to taxpayers.

In 2004, there was a significant expansion of the scope of the Commission’s responsibilities that was occasioned by post-9/11 maritime security and safe navigation issues. Among other things, the Commission was given the authority for the oversight of Docking Pilots. Docking Pilots are highly experienced shiphandlers who dock and undock ships with the use of tugboats. Some Docking Pilots also handle intraport movements requiring tugboat assistance. Generally, Docking Pilots are former tugboat captains who are affiliated with a tug company.

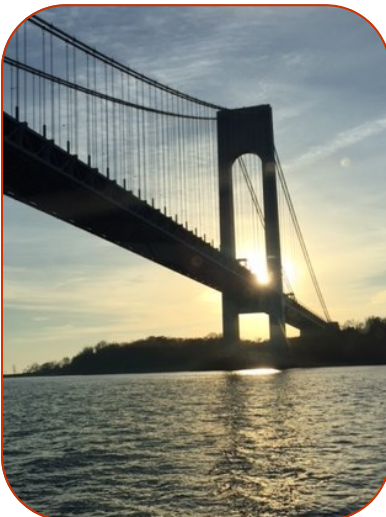
Commission Responsibilities

The Commission is charged with maintaining the highest levels of piloting skill. To promote professional competence and proficiency, the Commission:

- Establishes pilotage regulations for vessels in state waters;
- Sets standards for training and licensing pilots;
- Selects qualified Maritime Pilot apprentices and Docking Pilot apprentices;
- Prepares and administers pilot examinations;
- Grants state pilot licenses;
- Sets rates for certain pilot services;
- Investigates maritime incidents;
- Disciplines pilots for violations of laws and regulations, including negligence, and
- Serves on various Committees within the maritime industry.

Relationships with the Board of Commissioners of Pilots of the State of New York

The Commission works cooperatively with the Board of Commissioners of Pilotage of the State of New York (New York Board) on numerous matters. The two Commissions meet quarterly to discuss ongoing issues that affect both states and work cooperatively to investigate all incidents that involve pilots from both states. A number of joint committees exist with the New York Board to facilitate coordination, resolve issues and set policy. For example, the Commission and the New York Board serve as joint members of the Maritime Apprentice Selection Committee. The Committee makes recommendations every two years on those individuals eligible to be appointed Maritime Pilot apprentices. From this group of qualified applicants, the Commission appoints Maritime Pilot apprentices as needed. In addition, a New Jersey Commissioner meets with the "Pension and Surcharge Committee," whose members are a New York Commissioner, pilots from New York and New Jersey, and an actuary. Although industry representatives are not part of the Committee, they are invited to these meetings to provide the Committee with feedback from the maritime community. This Committee decides the level of the surcharge needed to adequately fund equipment purchases and Maritime Pilot's retirement accounts. The two Commissions also consult and sets, fees charged by Maritime Pilots.



COMMISSIONERS

Timothy J. Dacey
President

Brian McEwing
Vice President

Jacob Shisha
Secretary

Charles E. Wowkanech
Treasurer

STAFF

Andre M. Stuckey
Executive Director

Kinta D. Montilus
Confidential Secretary

A New Captain of the Port



On July 17, 2015 the port of New Jersey and New York welcomed a new Captain of the Port. Captain Michael Day was commissioned in 1991 at the Coast Guard School in Yorktown, Virginia and has had a diverse career. His most recent command was Deputy Commander, Sector San Francisco where he led over 800 Coast Guardsmen and 1200 Auxiliaries.

Captain Day is no stranger to our port. During the attacks of September 11, 2001 he served as the Chief of Waterways in the port of New Jersey and New York. During that very difficult time he was the Coast Guard on scene commander and worked with a team of civilian mariners in evacuating over 500,000 people from lower Manhattan.

Since his return to Sector New York, Captain Day has displayed a willingness to work cooperatively with all in the maritime community. His easy manner and open door policy is a refreshing change and we are pleased to welcome him back.



Coordination with the U.S. Coast Guard and other Agencies

The Commission maintains regular contact with the U.S. Coast Guard and has developed an excellent working relationship with that agency. There is an ongoing program of cooperation and information sharing, particularly as it relates to incidents being investigated by both entities. In addition, the Commission regularly consults with the maritime industry and other organizations, including the National Oceanic and Atmospheric Administration, the Army Corps of Engineers, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, the American Harbor and Docking Pilots Association, International Maritime Pilots Association, and the Port Authority of New York and New Jersey, among others, in an ongoing effort to ensure safe and secure maritime operations.

Operating Budget July 1, 2014 to June 30, 2015

Expenses	FY15 Approved Amount
Rent	\$27,810.00
Postage	\$250.00
Supplies	\$4,000.00
Printing	\$1,000.00
Meetings	\$4,000.00
Telephone	\$2,000.00
Newspaper/Magazine Announcements	\$3,500.00
Office Fixtures/Equipment	\$6,000.00
Awards/Plaques/Certificates	\$250.00
Legal Fees	\$1,000.00
Audit Fees	\$5,000.00
ID/Badges/Wallets	\$1,000.00
Subscriptions	\$2,000.00
Annual Memberships	\$1,500.00
Travel	\$1,000.00
Conference/Seminar/Special Events	\$2,000.00
Salaries/Taxes	\$177,673.41
Fringe Benefits	\$63,802.52
Occurrence Investigation	\$17,500.00
Continuing Education	\$2,500.00
Incidental Expenses	\$4,000.00
Pilot Training	\$10,500.00
Industry Relations	\$500.00
Commissioner Compensation	\$7,200.00
Total Expenses	\$345,985.93

Income	FY15 Approved Amount
Maritime Pilot Fees	\$350,000.00
Docking Pilot Fees	\$8,000.00
Other Income	\$0.00
Prior Year Surplus	\$12,281.99
Total Income	\$370,281.99

Legislation

None.

Regulations

None.

Rate Making Matters

Pursuant to N.J.S.A. 12:8-24.1, the rates charged by New Jersey licensed Maritime Pilots are to be the same as those charged by New York State licensed Maritime Pilots. These rates are passed by New York Legislature and are subject to the approval of the New Jersey Maritime Pilot and Docking Pilot Commission.

On June 6, 2012, the New York Legislature passed a Maritime Pilotage rate increase. The new pilotage rates, which became effective January 1, 2013, allows for a gradual increase of 12% over a five-year period. The rates are as follows:

The Commission adopted these rates at its November 20, 2012 regular meeting.

3% Pilotage rate adjustment effective January 1, 2013

2% Pilotage rate adjustment effective January 1, 2014

3% Pilotage rate adjustment effective January 1, 2015

2% Pilotage rate adjustment effective January 1, 2016

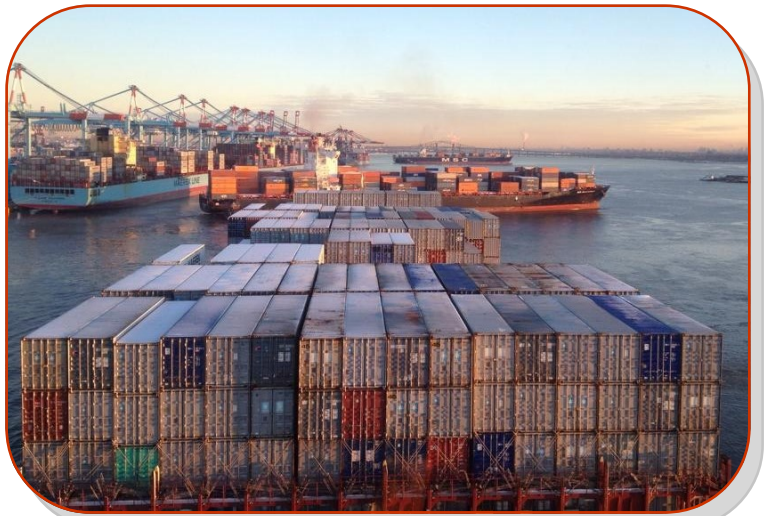
2% Pilotage rate adjustment effective January 1, 2017

Pursuant to N.J.S.A. 12:8-24.1, certain fees charged by New Jersey licensed Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Commission after consulting with the Board of Commissioners of Pilotage of the State of New York. These fees include rates for vessels undertaking intermediate or intra-harbor movements in the ports of New Jersey/New York and for vessels entering or departing ports south of Sandy Hook, including Atlantic City. The most recent rate increase became effective on June 1, 2015. The Commission does not have the authority to set rates charged by Docking Pilots.

Assets, Liabilities and Contracts

The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to run the organization. The value of these items do not exceed \$25,000.

Pursuant to state statute, the Commission reports that it has entered into a contract with the New Jersey Transit Corporation for the use of office space, the board room and various utilities. This contract is currently for \$26,004.00 and it is subject to an annual rate adjustment based on the Consumer Price Index on July 1 of every year. The Commission had no liabilities at the end of 2015.



The Arrival of the Ultra Large Container Vessel

In June of 2007 a project was initiated to expand the locks in the Panama Canal. The purpose of the expansion was to:

1. Build two new sets of lock, one each on the Atlantic and Pacific side, and excavate new channels to the new locks. Each set of locks are to have three chambers with water-saving basins.
2. Widen and deepen existing channels, and
3. Raise the maximum operating level of Gatun Lake.

Originally slated to be completed by December 2015 the project, now 96% complete is scheduled to be open for navigation in June 2016.

What does this mean for our ports?



The expansion would allow for a new generation of larger vessels. Shippers quickly began to react and entered into contracts with manufacturers to build this larger generation of vessels the Ultra Large Container Vessel (ULCV). This would allow them to ship more cargo with fewer movements.

In order to keep up with the shipping industry local authorities had to take measures to ensure that our ports would be ready to receive the ULCV's. As a result the 50 foot channel deepening project was initiated. In addition a project to raise the height of the Bayonne Bridge from 151 feet to 215 feet to allow enough air draft clearance for the ULCV's began in May 2013. Roadways and railways are being updated to allow for an easy transition of the additional cargo. Lastly, terminals are being updated and additional shore side personnel are being hired.

We have already begun to see the arrival of vessels that can hold as many as 10,000 twenty foot equivalent units (TEU's) of cargo. By the time the Bayonne Bridge is navigationally clear, late 2017, we expect to see vessels than can hold as many as 14,000 TEU's of cargo. The first 18,000 TEU container vessel, The Benjamin Franklin, entered the port of San Francisco in December of 2015. Although there are no immediate plans for the Benjamin Franklin to enter out ports its historical visit to San Francisco makes it

clear that at some point we will also begin to see 18,000 TEU vessels in the not too distant future.

Recurrent training is a key component in ensuring that our pilots are ready to meet the needs of our every changing environment. Our pilots have taken several initiatives to ensure that they are ready to welcome and safely navigate the Post Panamax ULCV's. They are working cooperatively with the Army Corps and U.S. Coast Guard on all dredging projects. This is extremely important as it allows the proper parameters and safety guidelines to be set while the dredging is underway. They have hosted seminars with pilots from San Francisco to share their experiences in the handling and characteristics of the ULCV's. Lastly, they contracted the Maritime Institute of Technology and Graduate Studies (MITAGS) to develop a program that will simulate the arrival of vessels up to 18,000 TEU's. A training grant has been secured that will enable every New Jersey State licensed and registered apprentice to attend the training. We are confident that these steps will contribute to the safe arrival of the ULCV's and applaud our pilots for taking a pro-active approach.



Types of Port Cargo Movements:

- ◆ **Containerized cargo handling**—refers to the handling of cargo loaded in maritime containers. Each container, which can accommodate a nearly complete range of commodities, is handled as a single unit. The most commonly used types of containers are either 20 or 40 feet in length.
- ◆ **Breakbulk cargo handling**—is the traditional means of handling general cargo. It describes the handling of a broad variety of commodities as forest products, paper, bananas, fresh fruit, steel and cocoa beans.
- ◆ **Bulk cargo handling**—refers to the handling, in a continuous operation, of dry and liquid uniform, commodities, such as petroleum, petrochemicals, grain and coal.
- ◆ **Auto and vehicle transport**—describes the waterborne movement of motorized, wheeled units. Typically these vehicles are “rolled on and rolled off” (RO/RO) vessels with multiple decks by terminal workers.

The Raising of the Bayonne Bridge

In May 2013 a contract was awarded to begin the project to raise the existing roadway of the Bayonne Bridge from 151 feet to 215 feet. This project is needed to ensure that the Post-Panamax ultra large container vessels (ULCV's) anticipated to begin entering our ports in December 2016 will have sufficient air-draft clearance.

The project, which is being sponsored by the Port Authority of New York and New Jersey (Port Authority), has presented some challenges. Originally scheduled to be clear for navigation in December 2016 the channel is now scheduled to be navigationally clear in late 2017. In an October 1, 2015 announcement, the Port Authority cited numerous challenges which necessitated the need to push back the construction schedule. They include:

1. The prediction of harsh winter weather;
2. Changes in project staging to address community concerns and reduce construction impacts;
3. Modifications to the existing steel arch to ensure safety and allow traffic to continue during construction; and
4. Complicated steel reinforcement activities that required additional repairs and modifications.

The project now 50% complete has also presented navigational challenges to our pilots. Safety netting that has been installed to ensure the safety of the construction crew hangs six to twelve inches underneath the roadway beams resulting in a reduction of air-gap clearance. Pilots utilize a formula that uses the bridge air-gap clearance, height of the vessel's highest point (usually the antennae) and the tide to determine if there is enough space to transit safely under the bridge. If any of this information is inaccurate a bridge strike can occur. Additionally, loose wires or other debris hanging from the construction site has the potential to catch on a vessel's antennae potentially causing damage to the vessel, damage to the bridge or in the worst case scenario physical harm to a member of the construction crew.

In order to address these concerns a meeting with the Port Authority, United States Coast Guard (USCG), New Jersey Commission, New York Commission, bridge contractors and pilot representatives was held at the construction site. The meeting resulted in the following initiatives:

1. The hanging scaffold was modified to eliminate the areas where the netting hung underneath the roadway beams;
2. Lines of communication between the USCG and the construction team were

defined;

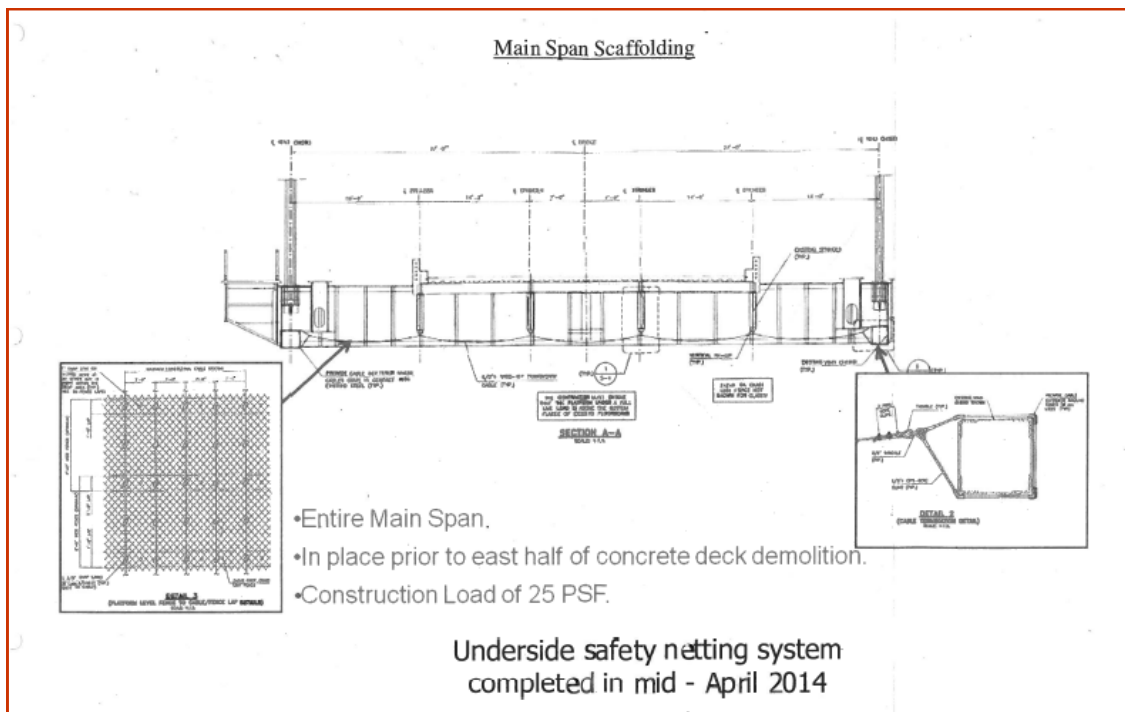
3. Weekly inspections of the main span underside scaffolding were increased to daily inspections, and
4. Procedures were put in place for the USCG to be notified of any materials found to be hanging below the roadway beams.

In 2015 there were three incidents attributed to the safety netting and hanging debris from the bridge. Since the meeting there have been no further issues.

The Commission is happy to be able to work with other state and federal agencies to ensure port safety. We thank the Port Authority for taking on such a demanding project and look forward to the new flux of traffic that will come with its completion.



Debris hanging from the Bridge can get caught in a vessel's antenna.



Sandy Hook Pilots Association

The Sandy Hook Pilot Associations have a combined compliment of 73 NJ and NY licensed pilots who continued to provide steady, professional pilotage service throughout all of 2015 for vessels entering and departing the port of NJ/NY. Despite a harsh winter and all types of challenges experienced during the course of the year, the continual stream of vessels transiting the waters of the port were handled without exception to get them safely to and from their destinations ... eventually returning them to sea.



Continued construction of a new Sandy Hook Pilot administration building at our base – a result of heavy damage from Superstorm Sandy – took place throughout the year. It has been a huge effort, but we anticipate finally occupying the building in the summer of 2016, and very much look forward to that day.

The local pilot community lost three active pilots unexpectedly in 2015 – all well-known and highly respected for their abilities and work ethic – a deep loss to those of us who knew them well. One was a NJ Sandy Hook Pilot – Capt. Jay E. Graham. We honor their memories by continuing the work that meant so much to them.

It is undeniable that a generational shift of much larger container vessels currently being built or already in service will soon be accessing the waters of this port – anticipating the raising of the Bayonne Bridge to allow sufficient air clearance to the New Jersey berths. In preparation for the arrival of these ships, both the Sandy Hook Pilots and docking pilots have mutually requested simulation studies to take place. The goal is for all pilots to identify and develop best practices together to make sure the anticipated transits of these vessels (1200'+ in length and 168' of beam) can safely get through the channels both to/from their berths every time. While channels have gotten deeper and bridges are getting higher, the channel widths remain the same. This factor, combined with wind and tide and the interaction of other vessels along the way will make these future transits challenging. However, we look forward to advancing the simulations, supported by the shipping industry and funded by port partners, allowing us to work together to prepare for the arrival of Ultra Large Container Vessels (ULCVs).

As always, the Sandy Hook Pilots strive to improve and sustain the security, safety, and economic well-being of the maritime industry and port. We very much appreciate the efforts of the NJ Maritime Pilot and Docking Pilot Commission supporting and monitoring the state pilotage system, so vital to the success of this vibrant and critical port, and the economic engine it provides to the entire region.

Captain Richard J. Schoenlank
President - UNJSHPBA

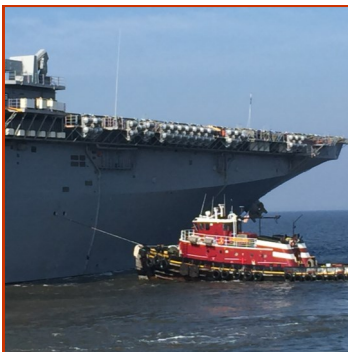
Harbor Pilots of New York/New Jersey

It's hard to believe that another year has come and gone. We are all anxiously awaiting the completion of the Bayonne Bridge project. It seems like nearly every job has an air draft issue and we will appreciate not having this component to deal with.

We will soon be training on simulators involving 14,000 TEU ships. These ships will potentially be calling on NY Harbor terminals once the roadway has been lifted. When the bridge is completed, we will be doing longer, deeper, wider and higher ships, which will certainly add to the challenge and complexity of our work.

The tugboat companies involved with ship assist work are currently building higher horsepower tugs to accommodate the potential increased vessel sizes.

Captain Robert Ellis
President



Interport Pilots Association



2015 has been an interesting and challenging year in many ways for those of us in the competitive pilot business. Oil prices have decreased to historic lows and demand is down, both factors that have impacted the volume of ship traffic. Despite these facts, we remain optimistic. Interport is happy to report that we are training a new generation of young pilots to move ahead in the future. We are also grateful that the hub of our business is based in the dynamic Port of NY/NJ. The money that is being invested in port infrastructure, especially the heightening of the Bayonne Bridge, is indicative of the commitment to maintaining our port as one of the best in the country. It's good to be a pilot in this port.



This year Interport has provided its pilots with a "Bridge Resource Management Review for the Pilot" course as part of our continued focus on recurrent training. We have provided our apprentices with training trips on our pilot boats in the port of NY/NJ, the East River and Long Island Sound. Interport is also developing a training curriculum to enhance pilot insight and knowledge of ship handling and emergency procedures. And continuing on the bright side, we are looking forward to Fleet Week. The US Navy is reinvigorating this quintessential event spotlighting the vibrant nature of our port. Interport is proud to be part of this year's expanded parade of ships. This event will kick off our entry into the summer and the rest of what Interport believes will be a year that finishes strong.

Captain Louis Bettinelli
President

Metro Pilots Association

Another year has come and gone. Cargo is up ship numbers are down. With the expected completion of the Bayonne Bridge in December 2017 we can expect even bigger ships than are now calling on our port.

In expectation of these vessels Metro Pilots, N.Y.-N.J. docking pilots and Sandy Hook Pilots have been busy preparing for the arrival of these ships. We have taken a proactive as opposed to a reactive stance. All possible scenarios have been put together for these ship movements (ahead-backing down-tides-winds-currents-berths-etc.). All pilots will participate in simulations at MITAGS going through these different scenarios. As to formulate an opinion for what can be accomplished safely. Most importantly what can't be done.

A lot of time and effort has been and will be spent on this project. I am confident that with this concerted effort we will come up with the best solution for the handling of these newer vessels.

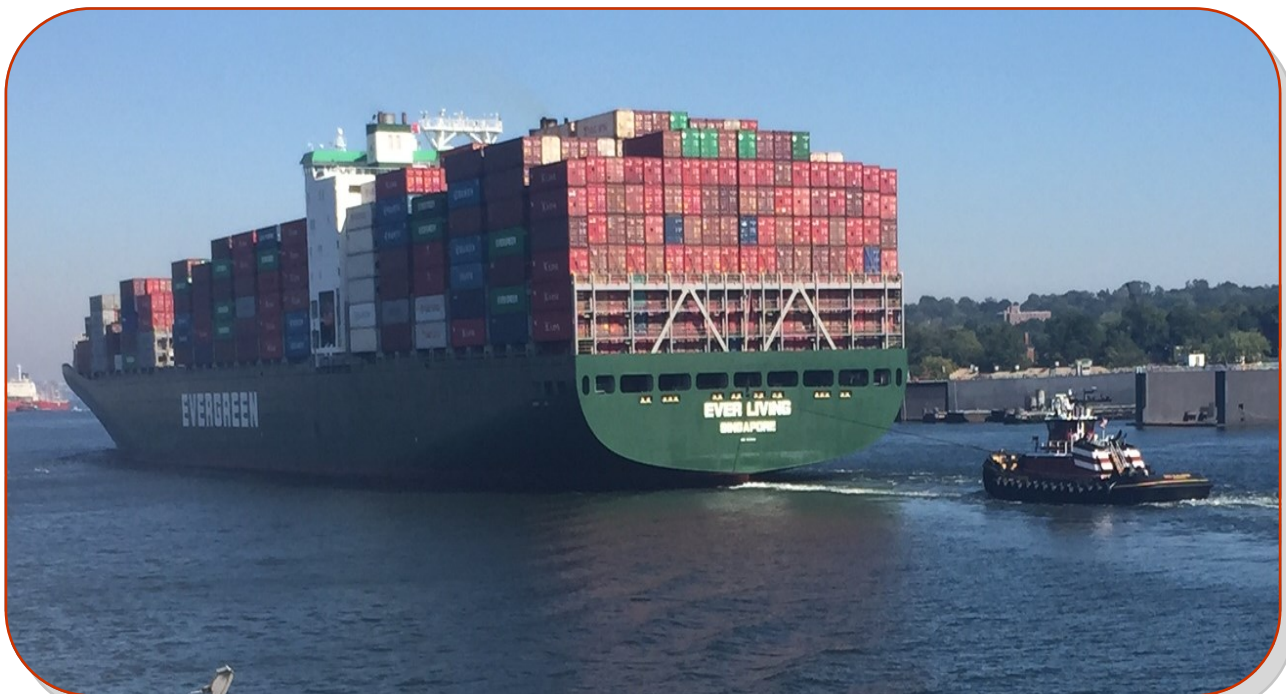
We are looking forward to these new challenges . And we will keep traffic flowing safely and fluently in this " The Greatest Port in the World".

Captain Robert Flannery , Jr.
President



Number of Vessels Piloted By New Jersey State Licensed Pilots

Month	Maritime Pilots	Docking Pilots
January	380	674
February	351	699
March	341	731
April	355	720
May	388	745
June	377	765
July	439	760
August	433	762
September	427	817
October	392	787
November	376	727
December	344	745



Fair Winds & Following Seas. . .



Commissioner Stapleton presented Janet Hellman with Resolution #15-16 upon her retirement from the Sandy Hook Pilots Association.



Upon his retirement, Commisisoner Stapleton presented Captain Thomas Britton with a plaque honoring his service to the Sandy Hook Pilots Association.



Upon his retirement Commissioner Dacey and Commissioner Shisha presented Captain Seeth with a plaque honoring his service to the Sandy Hook Pilots Association..

Investigative Team

On January 5, 2015 the New Jersey Maritime Pilot and docking Pilot Commission hired three investigators to work with our Executive Director to aid in the investigation of all occurrences that involved either a New Jersey state licensed pilot or registered apprentice.

The team quickly began working not only to clear up a backlog of cases that were pending from the previous year, but also new incidents. We are pleased to report that we have ended the year with all incidents properly investigated and closed. Congratulations to Ms. Stuckey and her staff for a job well done!



Investigator—Captain Mark Clark

Captain Mark Clark has over 35 years of experience in the shipping industry. He holds a Bachelor of Arts degree from Rutgers State University, attended Chapman's School of Seamanship and earned an Associate degree from the Lundeborg School of Seamanship. Over the course of his career, Captain Clark served as a Third Mate, Second Mate, Chief Officer and Master on various vessels. In addition to his work with the Commission, Captain Clark works as a Marine Surveyor.



Investigator—Captain Glenn Strathearn

Captain Glenn Strathearn has over 26 years of experience in the maritime industry. He is the holder of a Bachelor of Arts degree from the United States Merchant Marine Academy. Captain Strathearn began his maritime career as a Chief Mate and upon his retirement in 2009 earned the position of Master. He continues to remain active in the maritime community through his work at the International Organization of Masters, Mates and Pilots, the Marine Society of the City of NY, Council of American Master Mariners, Habitat for Humanity, and the U.S. Merchant Marine Academy Alumni Association.



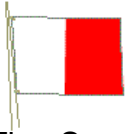
Investigator Captain Tina Vanderploeg

Captain Tina Vanderploeg has over 15 years of experience in the maritime industry. She holds a Bachelor of Science degree in Nautical Science from Maine Maritime Academy. She served in the U.S. Military Ready Reserve Group as Lieutenant Commander from 1992-2003. Over the course of her career she sailed with the American Maritime Officers Union, American Overseas Marine and Maersk Line, Ltd. Captain Vanderploeg has held various management positions throughout her career and is currently the owner/president of Mobile Maritime Training, a small shipping company that provides mobile training to U.S. Merchant Mariners.

Mishaps have the potential to cause widespread death and destruction, as well as substantial interruption to the region's economy. The Commission promptly investigates every accident that occurs involving a New Jersey licensed pilot or apprentice to determine causation and ascertain if pilot error contributed to the accident. When appropriate, the Commission initiates corrective actions such as requiring pilots to undergo specialized training or orders a suspension or revocation of piloting activities. The Commission is the only state or federal agency empowered to suspend or revoke a pilot's state license.

The pilots licensed by the New Jersey Maritime Pilot and Docking Pilot Commission enjoy an enviable safety record. In 2015, the Commission investigated thirty-five incidents. The two highest factors for marine incidents were mechanical failure (57%) and crew error (20%).

Case No.	Vessel	Date	Nature of Occurrence	Cause
2015.1	Stolt Jade	Jan. 8, 2015	Power Loss	Equipment Failure
2015.2	BBC Ballboa	Jan. 19, 2015	Power Loss	Equipment Failure
2015.3	OOCL Vancouver	Jan. 26, 2015	Power Loss	Equipment Failure
2015.4	Singapore Bridge	Feb. 7, 2015	Power Loss	Equipment Failure
2015.5	L.A. Boheme	Feb. 25, 2015	Power Reduction	Equipment Failure
2015.6	Mariposa	Mar. 15, 2015	Alleged Surge Damage	No Clear Cause
2015.6B	MSC Jemima	Mar. 7, 2015	Power Loss	Equipment Failure
2015.7	KN Forest	Mar. 9, 2015	Left spring tied while undocking vessel	Pilot Error
2015.8	Axel Maersk	Mar. 28, 2015	Power Loss	Equipment Failure
2015.9	Cape Esmeralda	May 29, 2015	Grounding	Pilot Error
2015.10	MSC Marina	May 26, 2015	Surge parted lines of moored vessel	No Clear Cause
2015.11	Sam Eagle	Jun. 4, 2015	Allision with Buoy	Pilot Error
2015.12	Chem Antares	Jun. 8, 2015	Power Loss/Allision	Equipment Failure
2015.13	Paglia	Jun. 15, 2015	No astern bell	Equipment Failure
2015.14	MSC Kim	May 19, 2015	Allision	Crew Error
2015.15	Jinsei Maru	Jun. 22, 2015	Power Loss	Equipment Failure
2015.16	Celebrity Summit	Jul. 5, 2015	Power Loss	Equipment Failure
2015.17	M/V Portugal	Jul. 27, 2015	Power Loss	Equipment Failure
2015.18	Grey Shark	Jul. 28, 2015	Power Loss	Equipment Failure
2015.19	Lena S	Aug. 25, 2015	Power Loss	Equipment Failure
2015.20	Café Dede	Sept. 2, 2015	Allision	Crew Error
2015.21	KMTC Challenge	Sept. 3, 2015	Allision	No Clear Cause
2015.22	M/Y A2	Sept. 8, 2015	Collision with pier anchor in North Cove	Crew Error
2015.23	Carnival Splendor	Sept. 13, 2015	Allision	Crew Error
2015.24	MSC Cordoba	Sept. 14, 2015	Allision Bayonne Bridge/Ship Antenna	Crew Error
2015.25	Qi Lin Zuo	Oct. 9, 2015	Allision with AK Railroad Bridge	Crew Error
2015.26	Bow Clipper	Oct. 8, 2015	Power Loss	Equipment Failure
2015.27	M/V Albert Maersk	Oct. 26, 2015	Allision Bayonne Bridge/Ship Antenna	Crew Error
2015.28	Orange Star	Oct. 26, 2015	Loss of Astern Bell	Equipment Failure
2015.29	Hansa Freyburg	Oct. 29, 2015	Power Loss	Equipment Failure
2015.30	CMA CGM Corneille	Nov. 10, 2015	Allision Bayonne Bridge/Ship Antenna	Construction Error
2015.31	Ever Legend	Nov. 25, 2015	Power Loss	Equipment Failure
2015.32	Ever Unity	Nov. 24, 2015	Power Loss	Equipment Failure
2015.33	Marivia	Dec. 15, 2015	Power Loss	Equipment Failure
2015.34	CMA CGM Almaviva	Dec. 16, 2015	Allision Bayonne Bridge/Ship Antenna	Construction Error



Maritime Pilots

The Sandy Hook Pilots Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the Port of New York/New Jersey. The Sandy Hook Pilots are licensed by either the State of New Jersey or the State of New York. In 2015, there were thirty-seven active New Jersey State licensed Maritime Pilots serving the port of New Jersey/New York.

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and five (5) alternates for the forthcoming apprentice positions. The list, which became effective on November 13, 2014, is kept on file for two years.

- Captain Graham Mergenthaler began his apprenticeship with the Sandy Hook Pilots Association on April 1, 2010. After serving a five year apprenticeship, he was sworn in as a Deputy Pilot on June 16, 2015. He sat for his state licensing exam from June 18th through June 21st and passed all modules with high marks.
- Robert Flannery, III was appointed as an Apprentice Pilot with the Sandy Hook Pilots Association Training Program on April 1, 2015. He is the holder of a Bachelors of Science degree from SUNY Maritime College. As the son of Captain Robert Flannery Jr., President of Metro Pilots Association, he is no stranger to the Maritime Industry. He began his maritime career at Moran Towing in 2011 and he is happy to be able to continue his father's legacy.



Apprentice Robert Flannery III with Commissioner Stapleton and his family .



Captain Graham Mergenthaler with Commissioner McEwing and his family .



Sandy Hook **Pilots Association**

The United New Jersey Sandy Hook Pilots Association
Captain Richard J. Schoenlank, President

Active Maritime Pilots

W.J. Baeszler	T.J. Ferrie	W.J. McGovern	R.J. Schoenlank
K.A. Basciano	T.O. Ferrie	B.J. Mercereau	G.P. Smith
W.E. Blake	J.L. Flanders	G.A. Mergenthaler	W.A. Speiser
D.C. Boylan, Jr.	F.L. Foley	E.A. Miller	E.F. Sweeney
J.R. Britton	D.J. Graves	J.C. Oldmixon	N.A. Tribus
R.E. Britton	W.M. Hansen	R.L. Oldmixon	M.J. Vanek
H. Cavagnaro	R.S. Ireland	J.S. Paulis	M. Wanderer
M.C. Chambers	T.J. Keating, Jr.	R.S. Perry	D.W. Walsh
D.P. Einhorn, Jr.	P.A. Klein	C.M. Quinn	K.J. Walsh
L.M. Evans	A.W. McGovern	P.G. Rooss	

Maritime Pilot Apprentices

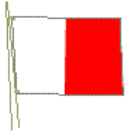
J.P. Britton	S. Rivas	R.P. Pakalik	P. Torres
N. Pitch	R. Flannery, III		

Retired Maritime Pilots

A.E. Braendly	R.D. Jones	J. Licata	F.E. Reil
J.F. Britton	T.J. Keating	D.M. Mercereau	J.L. Reneese
T.G. Britton	R.V. Keenan	W.G. Metting	R.D. Seeth
R.E. Cox	G.W. Kissenberth	D.J. McInerney	D.T. Smith
C.W. Dahmen	G.W. Kissenberth, Jr.	J. B. Monaghan	K.P. Sorenson
R.A. Deane	G.A. Mason	R.F. Pennea	K.E. Sullivan
E.J. Haggerty	C.A. Massey	T.W. Peters	F.D. Wall, III
W.C. Hansen	J.F. McCarthy	J.H. Peterson	T.J. Walsh
			W.F. Winter

Floating Equipment

Name of Vessel	Length	Built	Status
New York	182 ft	1972	In Service
New Jersey	146 ft	1986	In Service
Sandy Hook	65 ft	1985	In Service
America	56 ft	2000	In Service
Phantom	56 ft	2000	In Service
Wanderer	56 ft	2001	In Service
Trenton	48 ft	1983	In Service
Newark Bay	44 ft	1968	In Service
Ambrose	44 ft	1979	In Service
RHIB Rescue Craft (3)	23 ft	1986	In Service
Yankee	53 ft	2005	In Service



Docking Pilots

Docking Pilots are highly experienced ship handlers who dock and undock ships with the use of tugboats. Docking Pilots also handle intraport movements requiring tugboat assistance. In 2015, there were 33 New Jersey state licensed Docking Pilots employed by three independent Docking Pilot associations, Interport, Metro and Harbor Pilots.

The Docking Pilot Apprentice Selection Committee met in the summer of 2015 and selected a slate of four (4) candidates for future apprentice selection positions. The list, which became effective on July 17, 2015, is kept on file for 2 years and will expire on July 17, 2017. The Apprentice Selection Committee, which is comprised of three industry representatives, one Commissioner, and the Executive Director will meet every two years to replenish the list as needed.

- Adam Richardson was appointed a Docking Pilot Apprentice for Interport Pilots Association at the Commission's August 18, 2015 regular meeting. Adam graduated from the US Merchant Marine Academy with a Bachelor degree in Logistics/Marine Transportation. He began his career as a mate on the Staten Island Ferry in 2006. He worked in the tug industry for 8 years prior to being accepted into Interport Pilots' Apprentice Training Program.
- Eric Lavin was appointed an Apprentice for Harbor Pilots of NY/NJ Apprentice Training Program on August 18, 2015. Eric has a Bachelor of Science degree from SUNY Maritime College. He has been working in the tug industry for 11 years and upon his acceptance into the apprentice training program earned the rank of Captain of the tug Barbara McAllister.
- Kenneth Barsch was appointed into the Metro Pilots Association Training Program on October 20, 2015. He earned a Bachelors of Science Degree from Massachusetts Maritime Academy. Kenneth began his maritime career as a Deck Cadet for Interocean American Shipping. Upon his acceptance into Metro Pilots Apprentice Training Program he was working as a chief Mate aboard the tug Bonny Tourecamo.



*Apprentice Adam Richardson with
Commissioner Dacey and
Commissioner Stapleton.*



*Apprentice Kenneth
Barsch with Commissioner
Dacey and Commissioner
Shisha .*



*Apprentice Eric Lavin with
Commissioner Dacey and
Commissioner Stapleton.*



Harbor Pilots of New York/New Jersey
Captain Robert Ellis, President

Active Pilots

C. Baker
SD. Brown
S.R. Davis
R.L. Ellis

P.J. Frank
M. Hershey
J. K. McAllister
W.F. O'Neill, Jr.

K. Pinto
J. M. Schnepp
C.C. Sondergard
J.A. Tooker
S. Zorovich

Retired Pilots

P. Harris

Apprentice Pilots

E. Lavin



Interport Pilots Association, LLC
Captain Louis Bettinelli, President

Active Pilots

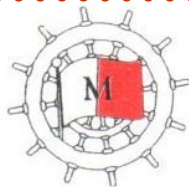
L.F. Bettinelli D.M. Blair C. Jonas S.T. Richter A. Woodworth

Inactive Pilots

J. Daub

Apprentice Pilots

A. Richardson



Metro Pilots Association, LLC
Captain Robert Flannery, President

Active Pilots

D.J. Brown
W.E. Clifford
F.L. Dashkoff
S. Esposito

T.A. Farrell
R. Flannery
K. Gadow
K. R. Gadow

D.E. Holmes
D.E. Mattson
J. Miller
T. Nilsen

B.J. Paiva
R. Reilly
F.J. Reinbold

Inactive Pilots

W. Russell

Retired Pilots

J.D. Bates
J.M. Naughton
G.A. Stitik

Apprentice Pilots

K. Barsch
R. Murphy

Note: Inactive pilots are working in other ports, not under the jurisdiction of their New Jersey State license.

Crossing the Bar. . .



Commissioner Thomas F. Daly

April 22, 1937—September 8, 2015

"Thomas F. Daly set the tone and reshaped the manner in which pilots are now trained and operate. He knew every facet of New Jersey pilotage, and every pilot over his twenty years as Commissioner. A brilliant lawyer, he was also a Master of towing. He was totally dedicated to the pilots and their welfare, and tireless in his efforts for them.

Thomas F. Daly, left many footprints on the sands of time. Thankfully, one of them was made, and will remain, on the shoreline of the Maritime Pilots and Docking Pilots of New Jersey."

- Retired Commissioner Stanley Wilkinski



Captain Jay E. Graham

July 1, 1953—June 21, 2015

"Capt. Jay E. Graham was the consummate professional pilot. He was never rattled by any situation he faced. He remained calm and professional under all circumstances, inspiring and assuring the crews of thousands of ships he brought in and out of the port over thirty years as a pilot.

He treated everyone with respect and dignity, never speaking a negative word about anyone, or having a negative word spoken about him. He was a great friend, partner, and pilot. His love of the water as an avid sailor and this port as a dedicated mariner was evident throughout his life. All of us greatly miss his smile and softly spoken words of, "Alrighty then..."

- Captain John Oldmixon &
Captain Richard Schoenlank

Everyone leaves footprints in your memory, but the ones that leave footprints in your heart are the ones you will truly remember.

-- Nicholas Sperling

Captain Richard P. Weiners

July 14, 1951—June 29, 2015

"Richard P. Weiners was one of the most talented and skilled pilots in the Port of New York. There has also never been a quicker wit ever known on a ship or tugboat. Dickie kept everybody on their toes because his responses to anyone were not only instantaneous but insightful and hilarious. A lot of his witticisms will live on in Sea Stories told by fellow pilots, seafarers and classmates for many years to come."

- Captain William Clifford



Captain Robert Moore

March 16, 1948—August 15, 2015

"Captain Moore was a beloved, legendary presence along the working waterfront. He was regarded as an unparalleled shiphandler and a complete gentleman by his peers in the harbor and by ship captains calling on New York from around the world. He was also a lifelong New Yorker who loved this city, and whose knowledge of this harbor and its history was likely unmatched."

- Captain Robert Ellis



Commissioners



COMMISSIONER TIMOTHY J. DACEY, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor's of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Master's of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York, and a Master of Arts in Public Policy from New England College in New Hampshire. Mr. Dacey served on active duty with the United States Navy from 1986-1989, serving as the Damage Control Assistant and First Lieutenant onboard the USS Mars (AFS-1) homeported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the City Manager of Englewood, New Jersey. Mr. Dacey also served for five years as the president of the Steamship Historical Society of America, a non-profit organization that is dedicated to recording, preserving and disseminating the history of engine-powered vessels. Commissioner Dacey was appointed to the Commission in April 2003.



COMMISSIONER BRIAN McEWING, Cape May, New Jersey. Mr. McEwing holds a degree in political science from Rutgers University. He earned his law degree at Rutgers School of Law. He has over thirty years' experience as a professional mariner, twenty as a licensed deck officer on various vessels. He has extensive experience in maritime safety, operations and regulatory compliance. He holds USCG licenses as Master Inland Unlimited, Master Oceans 1600 tons, 2nd Mate Oceans Unlimited, and 1st Class Pilot upon the Delaware Bay.

Mr. McEwing is a partner in the law firm of Reeves McEwing, LLP. Prior to becoming partner in Reeves McEwing LLP, he was of counsel to the firm of Donna Adelsberger & Associates, P.C. in Glenside, PA. He is a Proctor member of the Maritime Law Association, treasurer and trustee of the Cape May County Bar Association, a member of the Marine Trades Association of New Jersey, Ports of Philadelphia Maritime Society, New Jersey Bar Association, and the Mariner's Advisory Committee for the Bay and River Delaware. Commissioner McEwing was appointed to the Commission in May 2013.



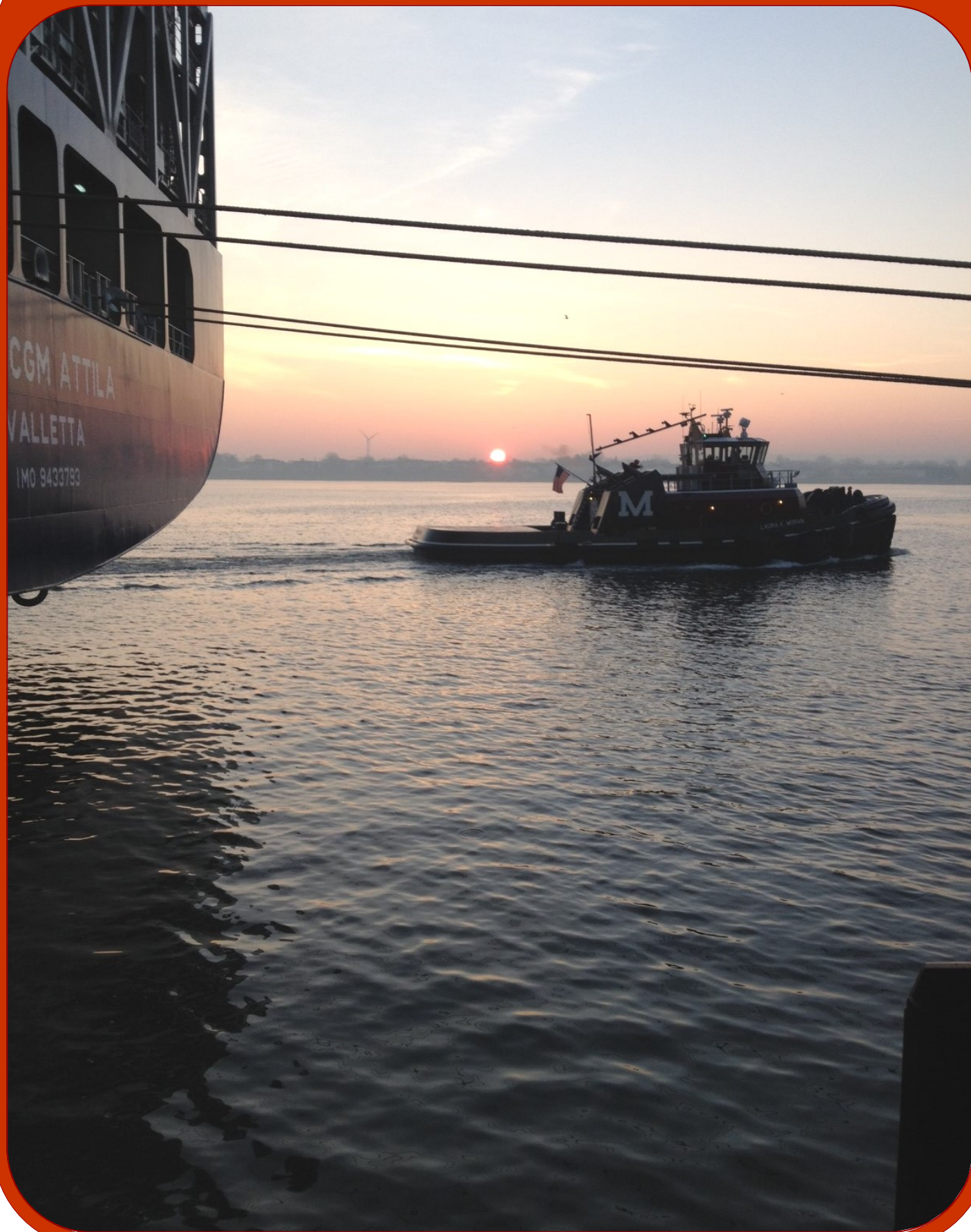
COMMISSIONER JACOB SHISHA, Teaneck, New Jersey. Mr. Shisha graduated the State University of New York Maritime College at Fort Schuyler, New York with a Bachelor's of Science in math/computers and an United States Coast Guard Third Mate's license. He sailed as a deck officer on oil tankers for Tanker Management, Inc. then enrolled in Tulane University School of Law. He has been practicing admiralty law since 1985 and is currently a partner at Tabak, Mellusi & Shisha, LLP. He serves on the board of Seafarers and International House. Commissioner Shisha was appointed to the Commission in December 2014

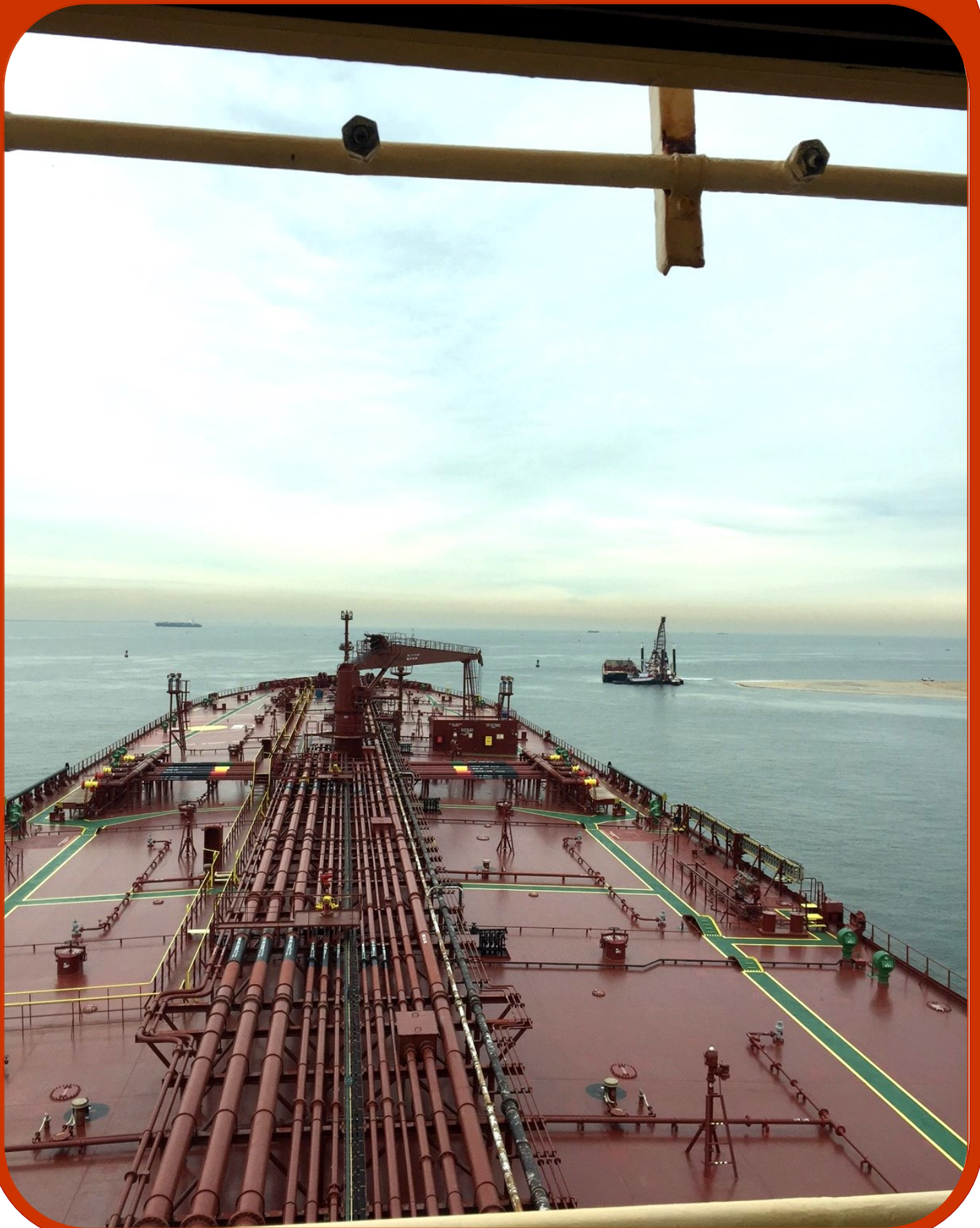


COMMISSIONER CHARLES WOWKANECH, Ocean City, New Jersey. Mr. Wowkanech has been a leader in the labor movement in New Jersey for more than twenty-five years. He is a former business agent for the Local 68 of the International Union of Operating Engineers (IUOE). Commissioner Wowkanech joined the staff of the New Jersey State AFL-CIO in 1990 serving in various positions leading to his election as President in 1997. Under Mr. Wowkanech's leadership the New Jersey State AFL-CIO has grown to represent over one million members and nearly 1,000 affiliated unions. In addition to his service to the New Jersey Maritime Pilot & Docking Pilot Commission, Mr. Wowkanech also serves on the New Jersey State Employment and Training Commission (SETC), the Rutgers University School of Management and Labor Relations' State Advisory Council, the New Jersey State Council for Adult Literacy Education Services, the New Jersey Character Education Commission, the Governor's Commission to Support and Enhance New Jersey Military and Coast Guard installations and the Dredging Projects Facilitation Task Force. He is also a licensed U.S. Coast Guard Captain. Commissioner Wowkanech was appointed to the Commission in June 2002.



At its August 18, 2015 regular meeting the members of the New Jersey Maritime Pilot and Docking Pilot Commission honored Commissioner Charles Stapleton. Commissioner Stapleton served on the Commission from 2004-2007 and 2012-2015. In 2004, he was instrumental in helping bring the Docking Pilots under state jurisdiction. Upon his return in 2012 he was elected and served as President until his retirement. During his tenure as President he worked diligently to ensure the safety of the port and support economic development. Commissioner Stapleton retired from the Commission on September 1, 2015.

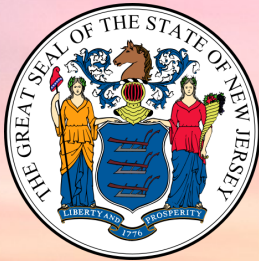




2014 ANNUAL REPORT

**The New Jersey Maritime Pilot and
Docking Pilot Commission**
One Penn Plaza East, 9th Floor
Newark, NJ 07105

Phone: 973-491-7693
Fax: 973-491-4352



Fast Facts:

In 2015 the New Jersey Maritime Pilot and Docking Pilot Commission:

- ⇒ Licensed 1 new pilot.
- ⇒ Appointed 4 new apprentices.
- ⇒ Held a total of 12 meetings and special meetings.
- ⇒ Collected \$182,743.00 in pilotage revenue.
- ⇒ Investigated a total of 35 occurrences.

Website: www.state.nj.us/transportation/maritimepilot/

Certification Pursuant to Executive Order No. 37

The New Jersey Maritime Pilot and Docking Pilot Commission's 2015 Annual Report serves as the comprehensive annual report of the Commission's operations and finances called for by Executive Order No. 37.

Pursuant to Executive Order No. 37, I, Andre M. Stuckey, certify that during 2015, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.

Andre M. Stuckey
Executive Director